

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 05/09/2001

ANC00LA033					
File No. 732	03/04/2000	HOLY CROSS, AK	Aircraft Reg No. N407GV	Time (Local): 12:30 AST	
Make/Model:	Cessna / 208B		Fatal	Serious	Minor/None
Engine Make/Model:	P&W / PT6-114A		Crew 0	0	1
Aircraft Damage:	Substantial		Pass 0	0	0
Number of Engines:	1				
Operating Certificate(s):	Commuter Air Carrier; On-demand Air Taxi				
Name of Carrier:	HAGELAND AVIATION SERVICES INC				
Type of Flight Operation:	Scheduled; Domestic; Passenger/Cargo				
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter				
Last Depart. Point: HOLY CROSS , AK			Condition of Light: Day		
Destination: ANIAK , AK			Weather Info Src: Pilot		
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions		
			Lowest Ceiling: 6000 Ft. AGL, Broken		
			Visibility: 10.00 SM		
			Wind Dir/Speed:		
			Temperature (°C): -9		
			Obstr to Vision: None		
			Precipitation: None		
Pilot-in-Command	Age: 44		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft: 5600		
Commercial; Multi-engine Land; Single-engine Land; Helicopter			Last 90 Days: 262		
Instrument Ratings			Total Make/Model: 700		
Airplane			Total Instrument Time: 325		

The commercial certificated pilot departed on a scheduled flight. During cruise, about fifteen minutes after takeoff, he heard a bang. After landing at the destination airport, damage was discovered to the horizontal stabilizer. The left mud flap, normally positioned at the aft side of the main landing gear tire, was missing. The horizontal stabilizer was dented, and had damage to the auxiliary spar.

Brief of Accident (Continued)

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HOLY CROSS, AK

Aircraft Reg No. N407GV

Time (Local): 12:30 AST

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE

Findings

1. (C) MISC EQPT/FURNISHINGS - SEPARATION
2. (C) HORIZONTAL STABILIZER - FOREIGN OBJECT DAMAGE

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

An in-flight separation of a main landing gear tire mud flap, and subsequent impact with the horizontal stabilizer.